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FROM: BONN

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SENT DEPARTMENT 1111 REPEATED INFORMATION PARIS 312, LONDON 210, MOSCOW 123, PRIORITY BERLIN 307.

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"GARRISON AIRLIFT" PLAN MEETING HELD YESTERDAY. THREE POLITICAL COUNSELORS INSTRUCTED GROUP PLAN FOR FOLLOWING TWO SITUATIONS: (1) ALLIED SURFACE ACCESS INTERRUPTED BUT CIVIL AIRLINES OPERATING AND GERMAN SURFACE ACCESS UNAFFECTED. (2) SAME AS ABOVE WITH CIVIL AIRLINES NOT OPERATING. IN ADDITION ASSUME (A) NO SOVIET/ GDR JAMMING, (B) MAXIMUM SOVIET/GDR JAMMING EFFORT.

ON BASIS US DRAFT, "GARRISON AIRLIFT" DAILY REQUIREMENTS PLANNED IN FIVE CATEGORIES AND CONVERTED INTO AIRCRAFT LOADS, BY TYPE AIRCRAFT: CATEGORY ONE, US GARRISON: 60 TONS INBOUND, 10 TONS OUTBOUND, 100 OFFICIAL TRAVELERS EACH WAY (25 DUTY, 75 LEAVE) EQUALS 5 LOADS INBOUND, 2 LOADS OUTBOUND USING C-124'S, OR 6 IN-BOUND, 3 OUTBOUND USING C-130'S. (AGREE AIRCRAFT FLY OPERATIONAL ALTITUDES I.E. C-130 FLY 25,000 FEET)

CATEGORY TWO, UK GARRISON: 44 1/2 TONS INBOUND, 5 TONS OUTBOUND, 45 OFFICIAL TRAVELERS EACH WAY EQUALS 5 INBOUND AND 1 OUTBOUND IF BEVERLIES OR 9 INBOUND, 2 OUTBOUND IF HASTINGS. CATEGORY THREE, FRENCH GARRISON: 21 TONS INBOUND, 2 TONS OUTBOUND, 41

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-2- 1111, NOVEMBER 25, 4 PM FROM BONN

OFFICIAL TRAVELLERS EACH WAY EQUALS 6 INBOUND AND 1 OUTBOUND
MORDATLAS OR EQUIVALENT. CATEGORY FOUR, NON-ALLIED ESSENTIAL:
5 TONS GERMAN MAIL EACH WAY, 50 OFFICIAL TRAVELERS EACH WAY,
AND 350 REFUGEES OUTBOUND ONLY. DIVIDING BURDEN THREE WAYS
(EXCEPT MAIL WHICH SOLELY US) EQUALS 1 ADDITIONAL INBOUND FOR US
AND NO REPEAT NO ADDITIONAL FOR UK AND FRANCE. TOTAL FOR FOUR
CATEGORIES EQUALS 17 TO 21 INBOUND DAILY (DEPENDING UPON TYPE)
AND 4 TP 5 OUTBOUND WITH REMAINDER OUTBOUND AVAILABLE FOR
REFUGEES. CATEGORY FIVE, NON-OFFICIAL TRAVEL " TO GREATEST
EXTENT POSSIBLE" FOR BERLIN MORALE: NO TANGIBLE FIGURE TAKEN
HERE BUT ALL WOULD BE TWO-WAY TRAFFIC REQUIRING ADDITIONAL
LIFT CAPACITY, ABOVE STRICT GARRISON AIRLIFT, AT RATE ONE ROUND
TRIP FOR EACH 60 TRAVELERS. (CURRENT FLOW BERLIN PAYING PASSENGERS
THREE AIRLINES ABOUT 1200 DAILY EACH WAY.)

AIRCRAFT AVAILABLE WITHIN 24 HOURS: (A) CIVIL: PAA 8 C-54S
(60 SEATS PLUS MAIL PLUS FREIGHT); BEA 3 VISCOUNTS (60 SEATS
PLUS MAIL PLUS FREIGHT); UK NON-SKEDS 3 DC-3S (2 1/2 TONS)
AND 1 YORK (8 TONS OR 59 SEATS) 2 AIR FRANCE 3 TP 4 C-54S.
(B) MILITARY: US 15C-130S (15 TONS OR 65 SEATS) PLUS 5
C-12'S (18 TONS OR 85 PLUS SEATS) OR THEIR EQUIVALENTS (ONE
AIRCRAFT READY ON ONE HOUR ALERT TO DEMONSTRATE NO ABANDONMENT
ALLIED CORRIDORS. ALSO MORE AIRCRAFT CAN BE MADE AVAILABLE IN
EXTREME CASES); UK AND FRENCH HAVE NO AIRCRAFT IN GERMANY BUT
GOVERNMENTS WOULD MAKE AVAILABLE IN 24 HOURS SUFFICIENT AIRCRAFT
TO SUPPLY OWN GARRISONS PLUS THEIR 1/3 OF CATEGORY FIVE
I.E., "GREATEST EXTENT POSSIBLE" LEFT TO GOVERNMENT DETERMINATION
IN MAKING ADDITIONAL AIRCRAFT AVAILABLE.

OPERATIONS: UNDER SITUATION (1) EACH AIR FORCE SUPPLIES LIFT
NEEDED BY ITS GARRISON AS AN INTERNAL MATTER WITH NO REPEAT NO
TRIPARTITE ORGANIZATION NEEDED. CATEGORIES FOUR AND FIVE TO BE
LIFTED BY CIVIL CARRIERS. UNDER SITUATION (2) (NO CIVIL CARRIERS)
FOUR-POWER COMMITTEE NEEDED. THREE EMBASSY MEMBERS WOULD NOTIFY
FEDREP MEMBER LIFT CAPACITY AVAILABLE FOR CATEGORIES 4 AND 5,
FEDREP MEMBER RESPONSIBLE NOMINATE, BRING TO LOADING POINT,
AND PAY FOR CATEGORY 4 AND 5 GOODS AND TRAVELERS.

ACCOUNTING:

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-3- 1111, NOVEMBER 25, 4 PM FROM BONN

ACCOUNTING: IN CASE EMBASSIES LATER ASK FEDREP FINANCE "GARRISON AIRLIFT", AGREED AIR FORCES MAINTAIN FROM BEGINNING ADEQUATE COST ACCOUNTING.

ALL FOREGOING BASED ON ASSUMPTION NO JAMMING. IF COMPLETE JAMMING EFFORT IS ASSUMED (2(B) FIRST PARAGRAPH) AGREED USE BEALCOM FORMULA OF 50 PERCENT INCREASE CAPACITY NEEDED TO PROVIDE FOREGOING LIFT DURING ONLY GOOD WEATHER I.E., VFR RPT VFR MARGINAL).

DETAILS FOLLOW BY DESPATCH ALL ADDRESSEES.

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